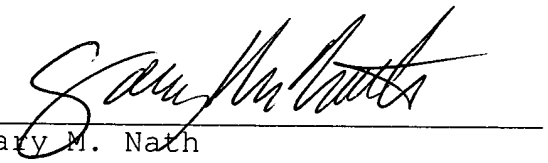
the word --New--.

CONCLUSION

In light of the foregoing, Applicant submits that the application is now in condition for allowance. If the Examiner believes the application is not in condition for allowance, Applicant respectfully requests that the Examiner contact the undersigned attorney if it is believed that such contact will expedite the prosecution of the application.

Respectfully submitted,

NATH & ASSOCIATES PLLC



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Attachment "A"
(Pending Claims)

1. (Currently Amended) Lining for a vehicle roof (2) with:

an air-permeable support layer (3), ~~which support layer (3) has~~

an ~~first~~ air-permeable first reinforcement layer (4) on ~~the~~ a vehicle roof side of said support layer, and an ~~second~~ air-permeable second reinforcement layer (5) on ~~the~~ a passenger compartment side of said support layer, ~~the first reinforcement layer on the vehicle roof side having~~

an air-impermeable back layer (9) on a vehicle roof side of said first reinforcement layer being opposite said support layer, ~~the second reinforcement layer (5) being provided with~~

an air-permeable decorative layer (6) on a ~~the~~ passenger compartment side of said second reinforcement layer being opposite said support layer, and

the ~~individual~~ back, first reinforcement, support, second reinforcement, and decorative layers being bonded to each other with an air-permeable adhesive (7), ~~characterised in that~~

and further comprising ~~to make an acoustically optimisable and aesthetically-resistant vehicle rooflining,~~ a semi-permeable and migration-resistant barrier layer (8) ~~is~~ provided between the second reinforcement layer (5) and the decorative layer (6) to make an acoustically optimisable and aesthetically-resistant

vehicle rooflining.

2. (Currently Amended) Lining according to claim 1, ~~characterised in that~~ wherein the layers on the passenger compartment side have an air flow resistance of $500Nsm^{-3} < R1 < 2500\ Nsm^{-3}$. ~~$500Nsm^{-3} < R1 < 2500\ Nsm^{-3}$, especially $900\ Nms^{-3} < R1 < 1900Nsm^{-3}$.~~

3. (Currently Amended) Lining according to claim 1, ~~characterised in that~~ wherein the air-permeable support layer (3) is made from a ~~PU~~ polyurethane foam.

4. (Currently Amended) Lining according to claim 1, ~~characterised in that~~ wherein the first reinforcement layer (4) comprises a glass fibre layer.

5. (Currently Amended) Lining according to claim 1, ~~characterised in that~~ wherein the barrier layer (8) ~~consists of~~ comprises a mixed fibre fabric~~,~~ weighing approximately 20 g/m^2 to 60 g/m^2 ~~and especially a mixed fibre fabric weighing approximately 45 $g/m2$~~.

6. (Currently Amended) Lining according to Claim 5, ~~characterised in that~~ wherein the barrier layer (8) comprises

~~contains chemically-bonded~~ cellulose and polyester fibres bonded together.

7. (Currently Amended) Lining according to Claim 6, ~~characterised in that~~ wherein ~~the~~ a surface of the barrier layer is treated ~~accordingly to achieve the required wetting properties~~ or wetted so that said treated or wetted surface can enter into adhesion with said adhesive.

8. (Currently Amended) Lining according to Claim 1 ~~3~~, ~~characterised in that~~ wherein the barrier layer (8) is migration-resistant to softeners, decomposition products used by ageing and / or additives from a ~~PU~~ polyurethane foam layer or ~~the~~ adhesive films.

9. (Currently Amended) Lining according to Claim 1, ~~characterised in that~~ wherein the barrier layer (8) has a thickness of 0.2 mm to 1.0 mm~~, especially 0.285 mm~~.

10. (Currently Amended) Lining according to Claim 1, ~~characterised in that~~ wherein the adhesive (7) is a conventional two-pack ~~PU~~ polyurethane adhesive.

11. (Currently Amended) Lining according to Claim 1,

~~characterised in that~~ wherein the decorative layer (6) is an air-permeable ~~PE~~ polyethylene non-woven fabric layer.

12. (Currently Amended) Method for making a vehicle rooflining with:

an air-permeable support layer (3),

an air-permeable first reinforcement layer (4) on a vehicle roof side of said support layer, and an air-permeable second reinforcement layer (5) on a passenger compartment side of said support layer,

an air-impermeable back layer (9) on a vehicle roof side of said first reinforcement layer being opposite said support layer,

an air-permeable decorative layer (6) on a passenger compartment side of said second reinforcement layer being opposite said support layer, and

the back, first reinforcement, support, second reinforcement, and decorative layers being bonded to each other with an air-permeable adhesive (7),

and further comprising a semi-permeable and migration-resistant barrier layer (8) provided between the second reinforcement layer (5) and the decorative layer (6) to make an acoustically optimisable and aesthetically-resistant vehicle rooflining, said method ~~according to Claim 1, characterised in that~~ comprising:

providing an ~~An~~ air-impermeable back layer (9)~~;~~

covering said back layer ~~is covered~~ with first reinforcement fibres (11)~~;, especially glass fibres, and~~

applying a support layer (3), ~~especially a PU foam layer, is applied~~ to the reinforcement fibres (11);

impregnating the ~~The~~ back layer (9), reinforcement fibres (11) and support layer (3) ~~are impregnated~~ jointly with a predetermined quantity of a first component (12) of an adhesive (7) ~~and to do this, are transported~~ by transporting the back layer, reinforcement fibres and support layer together through a bath (13) filled with this first component (12) and then squeezing through first squeezing rollers (14) disposed downline from the bath~~, for example~~;

~~The support layer (3) impregnated in this way is covered~~ covering the thus impregnated support layer on a side thereof opposite the back layer with second reinforcement fibres (15)~~;, especially glass fibres, and then wetted, especially sprayed,~~

wetting the second reinforcement fibres with a second component (16) of the adhesive (7);

applying a ~~A~~ semi-permeable and migration-resistant barrier layer (8) ~~is applied~~ to the second reinforcement fibres (15) and ~~is~~ then ~~pressed~~ pressing ~~with~~ the ~~other~~ layers ~~(9, 11, 3, 15)~~ with ~~the aid of~~ second squeezing rollers (17), ~~for example,~~ in order to allow the two adhesive components (12, 16) to react with

each other, ~~before~~ and thereafter applying a ~~self-adhesive~~ decorative layer (6) ~~is applied~~ to the ~~this~~ barrier layer (8)~~.~~ ~~The layers applied to each other in this way are then cut to size as required and hot shaped~~.

13. (Currently Amended) ~~Lining according to Claim 1, characterised in that the barrier layer (8) is migration-resistant to softeners, decomposition products used by ageing and / or additives from a PU~~ foam ~~layer or adhesive films~~ The method according to claim 12 further comprising cutting to size and hot shaping.

14. (**New**) The method according to claim 12 wherein said decorative layer is self adhesive.

15. (**New**) The method according to claim 12 wherein said first reinforcement fibres comprise glass fibres.

16. (**New**) The method according to claim 12 wherein said support layer comprises a polyurethane foam layer.

17. (**New**) The method according to claim 12 wherein said second reinforcement fibres comprise glass fibres.

18. (**New**) The method according to claim 12 wherein said step of wetting comprises spraying.

19. (**New**) Lining according to claim 2, wherein the layers on the passenger compartment side have an air flow resistance of $900\ Nms^{-3} < R1 < 1900Nsm^{-3}$.

20. (**New**) Lining according to claim 5, wherein the barrier layer (8) comprises a mixed fibre fabric, weighing approximately $45\ g/m^2$.

21. (**New**) Lining according to Claim 9, wherein the barrier layer (8) has a thickness of 0.285 mm.